

# Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 47 No. 11

November 1996



## Tower Opens

The new control tower at the Helena airport opened for business September 30. Air-traffic controllers now have an unparalleled view from the 95-foot-high tower. The 360-degree panorama enables them to see the entire Helena area, from the Sleeping Giant to Mount Helena, from MacDonald Pass to the Spokane Hills.

The controllers now are able to see the last 2,000 feet of the east end of the main runway—a welcome change from the old 30-foot-high tower.

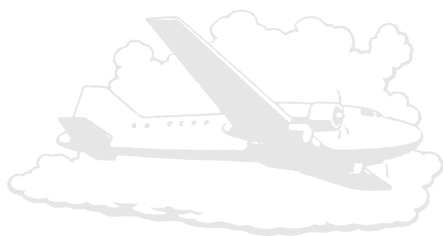
All information in the tower will be recorded digitally on 9-inch computer screens and buried cables have been replaced with fiber optic lines. The tower also boasts

natural gas, propane and battery backup power systems. Old solid-state radios have been replaced by digital radios.

The facility was well worth the wait—opening some 18 months later than planned.

Helena's new tower chief Terry Fogelstrom is joined by Paul Andrus, Craig Godfrey, Bob Keill, Randy Kienitz, Dave Mason, Paul Mousseau and Greg Powell who do an excellent job ensuring safety of traffic at the Helena airport.

If you have a few minutes the next time you fly into Helena, stop by and visit this modern state-of-the-art facility. ✈



*Bob Keill offers assistance in the new home of the Helena air traffic controllers. Controllers are most impressed with the increased visibility the tower provides and the quality of the radios.*



# Administrator's Column

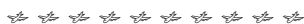
**Mode S:** All the hype about making all aircraft operating under Part 135 install Mode S Transponders may just “go away,” at least for now. The National Air Transportation Association (NATA) has strongly opposed this requirement and the FAA has responded favorably by now proposing that it be rescinded. Although the final rule has not been released, in the meantime the FAA is granting exemptions allowing Part 135 operators relief.



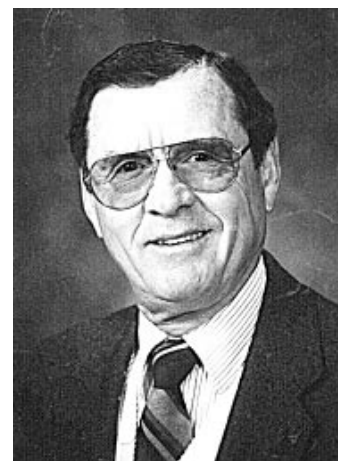
**U.S. Customs:** In our September 1996 issue of *Montana and the Sky* we printed an article about the new U.S. Customs Service General Aviation Telephonic Entry (GATE) program which was to have been operational by November 4, 1996. This program sounds good and certainly is, at least where it's in operation, however, you need to be cautious because the program is not in effect in Montana and may not be in other border states. We detect that there may be some “foot dragging” with certain U.S. Customs inspectors to implement the program because it eliminates some of their duties. Be sure to check with the U.S. Customs Service before planning to use the GATE program and if you are dissatisfied with not having the program, you should contact the U.S. Customs Service headquarters in Washington, D.C. and/or your U.S. Representative or Senator.

## **Congress Orders FAA to Extend NPRM:**

As part of the extension of the Federal Aviation Authorization Act of 1996, Congress ordered the FAA to extend the comment period of their (FAA) increased Grand Canyon flight restrictions from September 30 to November 14 and to also extend the comment deadline on the associated environmental assessment from October 4 to November 18. This proposal has been highly controversial not only with the United States Air Tour Association representing air tour operators, but with the entire general aviation industry mainly because of the implications of having the National Park Service intrusion into airspace management business which is supposed to be solely within the jurisdiction of the FAA. This could be a dangerous precedent.



**Scuttlebutt:** I have just learned from a reliable source that the FAA is quietly planning an attempt to designate all airspace west of the Mississippi above 1200 feet MSL as “**controlled airspace.**” Wouldn't this work great in Montana where you can't even communicate with ATC at most locations at 1200 feet MSL? *I've been saying for years that they (FAA/DOT) have a hidden agenda to get general aviation out of the air and most (thankfully not all) of their actions are proving this to be true. We'll just have to wait and see if this latest “scuttlebutt” is true. I hope not!* ✈️



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# Parrott Family Scholarship

The Parrott Family will award an aviation scholarship in 1997 to a Montana high school student. The scholarship will pay \$1,000 and is to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multi-engine Ratings, that are required by the RMC aviation curriculum. Eligible expenses include aircraft rental, flight and ground instruction, simulator training, and the purchase of aviation-related educational materials and related supplies.

The award will be made by a Selection Committee and will be based on overall character, academic qualifications, seriousness of purpose, past aviation-related activities if any, or any other criteria it determines to be appropriate.

Applicants need to send a letter of application to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59624. Application deadline is February 3, 1997.

The award will be made at the Montana Aviation Conference in Missoula at the end of February. ✈

# ALOA Scholarships

A Love of Aviation Scholarship (ALOA) established in 1993 by an anonymous donor, because of the retirement of the Van DeRiet Flight Scholarship, will again be awarded in 1997.

Last year a second anonymous donor joined this excellent program, making two ALOA scholarships available to Montanans. Again this year, two applicants will be chosen to receive these flight scholarships.

The \$250 scholarships are to be used to help defray costs of flight instruction and will be presented during the 1997 Montana Aviation Conference in Missoula.

Award of the scholarships will be based on applications in the form of a letter explaining the reasons for applying, future career goals, past aviation experience and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59624 or call 444-2506 for more information. Letters must be postmarked on or before February 3, 1997. ✈

# Aviation Appreciation Scholarship

The second annual Aviation Appreciation Scholarship will be presented at the Montana Aviation Conference on March 1, 1997 in Missoula.

The scholarship was initiated last year by Jeff Morrison, retired former owner of Morrison Flying Service, currently Exec Air in Helena.

Jeff has set up the \$250 scholarship as a token of appreciation to the aviation community. The scholarship is designed to help a young person seeking a career in aviation.

The scholarship recipient will be selected based upon a Montana resident explaining in a letter the reasons for applying, future career goals, past aviation experience and any outstanding achievement.

Letter of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 3, 1997. ✈

# Calendar

**December 10**—FAA Safety Seminar,  
Glacier Electric Building, 7 pm  
Sponsored by the Glacier Hangar of  
the MPA, Cut Bank.

**January 31–February 1**—Flight  
Instructor Refresher Clinic, Helena.

**February 27–March 1**—Montana  
Aviation Conference, Holiday Inn,  
Missoula.

# Aviation Poster Contest

The 1996 Aviation Awareness Art Contest sponsored by the Aeronautics Division is currently underway. Students in grades 1—12 are encouraged to participate.

The contest is divided into three categories: grades 1—4; grades 5—8; and grades 9-12. The winner from each category will receive a plaque and certificate of achievement presented by the Governor, a career awareness tour of the Helena Regional Airport and a round trip flight from the winner's hometown to Helena for the winner and his/her parent(s).

A grand prize for entrants 15—17 years of age will include paid tuition to attend the 1997 Experimental Aircraft Association (EAA) Air Academy in July and attendance at the EAA Fly-in at Oshkosh, WI. Round trip airfare is included, compliments of Northwest Airlines.

The deadline for entries is March 24, 1997.

For further information, write to the Montana Aeronautics Division, Box 5178, Helena, MT 59604 or call at 444-2506.



# Northwest Airlines Retirement Gathering

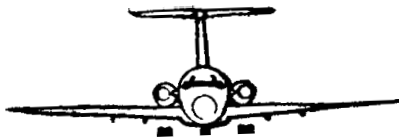


Doug Parrott, retired Northwest Airlines captain and his wife, Shirley, hosted a gathering of retired Northwest Airlines employees. The Parrott home and air strip is located near Lavina, MT.

Over 350 people attended the event which included carriage rides, a barbecue, a display of antique aircraft and automobiles.

Pictured with Doug and Shirley is Don Nyrup, retired president of Northwest Airlines and a legend in airline management. Under Don's leadership Northwest Airlines became one of the most financially secure airlines in the world due to his management practices.

A great time was had by all travelling to Montana to participate in this special assembly. ✈️



## Mooney Pilots Win Governor General's

Seventy-two-year-old pilot Harry Rodenberg and his navigator, Jerry Fachner and passenger, Joel Fachner from Wolf Point won the Canadian Owners and Pilots Association Governor General's Cup in Saskatoon, Saskatchewan, flying a Mooney 231. The Canadian competition has been going on since 1954.

Each contestant must plot a course with four checkpoints and a spot landing. They must estimate their flight time and plot their flight plan in only five minutes!

After plotting their course, they take off for the first checkpoints. Along the way, competitors try to identify land shown in four pictures that they were given at the start. The pictures are of the landscape and were taken at different angles and altitudes. Competitors try to find coordinates of the land in the pictures and are penalized for identification errors. Rodenberg and Fachner received a perfect

score on this facet of the competition.

There were many other parts to the competition. Rodenberg also earned third place in the spot landing event and Fachner earned the first place navigational trophy.

Rodenberg and Fachner were the only ones flying from the U.S. and, to their

knowledge, were the first from the U.S. ever to win the competition.

Rodenberg and Fachner took part in the Great Northern Air Adventure, a tour that went across Alberta, Saskatchewan and Manitoba. ✈️



*The winning crew, left to right, Jerry Fachner, Joel Fachner and Harry Rodenberg.*

# Mountain Search Pilot Clinic

This year's Mountain Search Pilot Clinic held in Kalispell, MT on September 20, 21, and 22 had some weather conditions more in line with actual search conditions. All mountain search flights were still conducted and we have 29 newly trained volunteers to add to Montana's search system of 609 pilots and observers with 390 aircraft.

We are a unique state with the search system consisting of 14 districts and 14 coordinators. The volunteer system works very well and you all make it what it is. We appreciate all of your time and efforts and take this time to thank you. ✈️

## 1996 MSPC Participants:

|                 |                  |
|-----------------|------------------|
| Joe Kuberka     | Tom McBride      |
| Fred Aten       | Bill Posten      |
| Glen Larsen     | AL Luciano       |
| Donald VanManen | Daniel Liudahl   |
| Tom Weaver      | Joseph Guthrie   |
| Stuart Smith    | Remi Aubuchon    |
| Joe Kilminster  | Jan Van Hoven    |
| Clint Schwalm   | R.W. McKamy      |
| Lorraine Yde    | Karl Kolb        |
| Paul O'Leary    | Tad Kirschman    |
| Duane Nollmeyer | Anthony Schwartz |
| Mark Kossler    | Colleen Scharfe  |
| Paul Otis       | Kirk Ogrin       |
| Richard Skultin | Darrin Pluhar    |
| Ted Luark       | Lonnie Leslie    |



*Skip Stoffell and Chuck Thout of the Emergency Response Institute conduct an excellent "hands-on" survival training course.*



*Patty Kautz and Christi Johnson of Montana Aeronautics Division keep volunteers on schedule—a very grueling one at that!*

*Sparky Imeson, renowned mountain flying expert and author of Mountain Flying participates in the ground school portion of the training. Sparky's mountain flying course is considered to be the best in the country.*



*Experts Will Mavis, Hugh Wilkins and Lyle Sartain instruct students in using an ELT homer to locate an ELT that is transmitting.*



## Did You Know?

We'd like to clear up the misconception that the flight training simulator at Rocky Mountain College is available only to students in Rocky's aviation program. *Not true!* Anyone can schedule time to fly the simulator. Call the Aviation Department at Rocky Mountain College in Billings at (406)657-1000 or (800)877-6259 and schedule time now! ✈️

## Congrats George!

George Tillitt of Forsyth began his flying career in 1946. In 1971, the FAA made George an accident prevention counselor and authorized him to give proficiency rides to other pilots. George has no idea how many miles he has logged in the air, but he has 12 log books full.

As a member of the Experimental Aircraft Association, George had been building a replica of a Mustang fighter plane up at—what else—Tillitt Field. Sadly, a storm last summer smashed the plane.

George and his wife Ethel moved to Forsyth in 1938. In 1947, George was named by the Civil Aeronautics Association to take care of the lighting system, report field conditions, hazards, etc. at the Rosebud County Airport.

In 1963 George took over Forsyth Aviation with Don Herndon. On July 17, 1975, the airport was officially dedicated as Tillitt Field.

In 1985, George suffered a severe stroke which left him pretty much incapacitated. The good news is that one month ago, George received his medical certificate back and at 84 years of age is still taking to the sky!

Here's to George—one of Montana's great oldtime aviators. Happy, safe flying!

## GA Shipments and Billings Hold Steady

Aircraft shipments and billings for the first three quarters of 1996 showed a slight increase over last year according to the General Aviation Manufacturers Association (GAMA). Unit shipments for the first nine months of 1996 totaled 730, up from 713 aircraft shipped in the first nine months of 1995. Billings for the industry totaled \$1.97 billion compared to \$1.92 billion last year.

Total piston-engine aircraft deliveries, including single and twin-engine aircraft, were at the same level as 1995 at 382 units. Turboprops increased 18 percent with 197 units compared to 167. Turbojet shipments totaled 151 units, compared to the 164 aircraft shipped during the same time period in 1995.

Overall export shipments through the third quarter of 1996 were up 4.8% to 217 units. Year to date export billings decreased somewhat to \$486 million, a 12.8% drop.



### Year To Date Airplane Shipments By Type

|            | YTD 95 | YTD 96 | % CHANGE |
|------------|--------|--------|----------|
| Pistons    | 382    | 382    | 00.0%    |
| Turboprops | 167    | 197    | 18.0%    |
| Jets       | 164    | 151    | - 7.9%   |
| TOTAL      | 713    | 730    | 2.4%     |

### Third Quarter Airplane Shipments By Type

|            | QIII 95 | QIII 96 | % CHANGE |
|------------|---------|---------|----------|
| Pistons    | 138     | 109     | -21.0%   |
| Turboprops | 60      | 62      | 3.3%     |
| Jets       | 59      | 56      | - 5.1%   |
| TOTAL      | 257     | 227     | -11.7%   |

# Customs North and South

Reprinted from *Callback*, NASA'S Aviation Safety Reporting System.

A fly-it-yourself trip across the Canadian or Mexican border can be a pleasant expedition, if the pilot is knowledgeable about all the details for clearing U.S. Customs both going and coming back. Some ASRS reporters share their Customs confusion—and their misfortunes.

On a business flight returning from Canada to [Pennsylvania airport], we had to stop at [New York airport] to clear U.S. Customs...Approach cleared us for an intercept to minimize exposure to the ice. Nevertheless, we picked up about one-quarter inch—enough to obscure the windshield. After an uneventful landing, we cleared Customs. Prudence dictated we not attempt to climb back out in the drizzle, so we rented a car and drove to our destination.

The next day, I drove back to [New York airport], and flew out, after \$168 worth of glycol to get rid of the one-half inch of ice. [Later], I called Customs to see if this had been truly necessary...It turns out that the "clear Customs at the first [des-

ignated airport] after border crossing" rule only applies to the Southern border, not the Canadian border. I had never seen anything about a distinction between the Mexican/Caribbean and Canadian borders.

I got myself in a potentially dangerous situation because I believed that I was obliged to deal with Customs at [New York airport]. In fact, I could have gone to Pennsylvania [airport], where it was VFR. This obviously isn't in the "narrowly averted disaster" category...but it's something folks should know about that's not easily obtainable info.

Pilots who file their flight plans from Canada may proceed to the first U.S. airport of intended landing—as long as the airport has Customs services, and the required Customs notifications are made. However, pilots arriving from south of the Mexican border or the Pacific, Gulf of Mexico, or Atlantic coastlines must adhere to special reporting requirements, which specify Customs notification at the "nearest designated airport" to U.S. border crossing. The U.S. Customs Service offers a pamphlet with additional information, *U.S.*

*Customs Guide for Private Flyers*. It may be mail-ordered from the U.S. Government Printing Office, Superintendent of Documents, Mail Stop: SSOP, Washington, DC, 20402-9328. The GPR Internet site for ordering documents is: <http://www.access.gpo.gov/>.

Our next reporter, en route to the U.S. from Mexico, encountered stronger head winds than expected over the Gulf of Mexico, and was forced to land short of the originally filed point-of-entry. In this incident, the pilot's "notification" to Customs didn't meet the requirements specified above.

I informed [U.S.] Center of a fuel emergency...and got a clearance to land [at an alternate airport]...I hoped that our emergency declaration sufficed as notice for penetrating the ADIZ and for the one-hour notice to Customs. My total attention was taken up with trying to fly the airplane... Customs did show up at the strip...and thoroughly searched the plane with the use of narcotics-sniffing dogs. ✈️



Will Mavis, Mike Ferguson and Trooper John Katzenstein of the Oregon State Police at Cape Disappointment for a rescue demonstration by the Coast Guard.

## WISARAC Meets

A Western International Search and Rescue Advisory Committee (WISARAC) meeting was held in Astoria, Oregon on October 8th and 9th. WISARAC was founded in 1978 by Montana, Idaho, Oregon and Washington; it soon expanded to include Alberta, British Columbia and representatives from the military SAR community. The states and provinces work together to share ideas, problems and solutions in search and rescue management.

Montana was represented this year by Mike Ferguson, Jeanne Lesnik, Will Mavis and Norm MacPhee from Montana Aero-nautics and Col. Ken Lamkin, MSGT Blalock and Lyle Sartain from Montana Civil Air Patrol. ✈️



# Do You Have All The Information?

Jake and Junior liked to hunt. Hearing about the big moose up north, they went to the wilds of Canada to hunt. They hunted for a week and each bagged a huge moose. When their pilot landed on the lake to take them out of the wilderness, he saw their gear and the two moose. He said, "I can't fly out of here with you, your gear and both moose."

"Why not?" Jake asked.

"Because the load will be too heavy. The plane won't be able to take off."

They argued for a few minutes and then Junior said, "I don't understand. Last year each of us had a moose, and the pilot loaded everything."

"Well," said the pilot, "I guess if you did it last year, I can do it, too."

So they loaded the plane. It moved slowly across the lake and rose toward the mountain ahead. Alas, it was too heavy and crashed into the mountain side. No one was hurt, and as they crawled out of the wreckage, Jake asked, "Where are we?"


Junior surveyed the scene and answered, "Oh, about a mile farther than we got last year."

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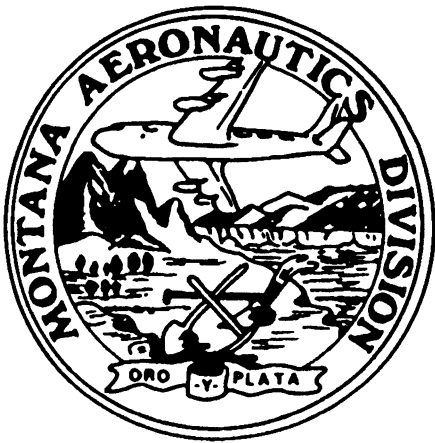
## Notice

When the Bozeman FAA Flight Service Station closes on December 8, 1996, the FAA will remove frequency 123.6 as the primary Common Traffic Advisory Frequency (CTAF) from service at Gallatin Field. It will then be necessary for the Gallatin Airport Authority to commission a new Unicom frequency to serve as the local (CTAF). The authority hopes to have the radio with this frequency operated by contract weather observers located in the former Bozeman FSS office.

The Gallatin Airport Authority has chose a Unicom frequency of 122.7 to serve this purpose. The Great Falls FSS RCO frequency is 122.5 and is up and running right now. Please note these changes now. 

**Bozeman Unicom - 122.7**

**GTF FSS RCO - 122.5**



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